

WISDOM AND OTHERWISE

Have you ever noticed the demoralizing effect which the possession of a bicycle has upon the most upright and high-minded person? Mr. Editor, I have been studying the morals of cycling of late and have come to the conclusion that the sooner the Social Purity League takes the matter up, the better it will be for the British nation and for humanity at large. I have no hesitation in saying that the purchase or the presentation, or even the theft of a bicycle makes one a murderer at heart at once. Now, I am, or rather was, of a very mild and placid temperament. I would as soon have thought of committing an assault upon a coolie as I would have thought of trying to give Sir Thomas a bogus note as a contribution to his Memorial Fund. But since I had a bicycle given to me, I have found my morals oozing out with every fresh mile chalked up by my cyclometer. A little time back, I ran violently into a poor Chinaman carrying a basket of pigs, upset the pigs, the Chinaman and myself and broke the machine. Now what do you think I did, Mr. Editor? Did I go and help that poor man up and help him collect his pigs? No! I took him and, having carefully looked round to see if a policeman was about, beat him unmercifully. Then an amateur missionary came up and reproved me and I cursed him. And before I had a wheel I was innocent and mild in disposition.

But I am not the only one. Another horrid who is thus affected, Mr. Editor. The amateur missionary mentioned above has a wife, and the Devil one day tempted him to purchase two machines and teach her to ride. A few days ago I met the A.M. and his better half wheeling along a broad and lonely road. A Chinaman carrying a couple of baskets appeared, and the wheel of the A.M.V. immediately made a dead stop at him. The poor man ran from one side of the road to the other in a vain effort to escape, but he was followed by him like fate and at last succeeded in running him down. It wasn't his fault that the lady got upset. There was no notice posted anywhere to tell him that the whole road was reserved for her and she didn't even have a little boy with a danger flag walking in front, like Mr. Ormsby's roller. And would you believe it, Mr. Editor, no sooner had the accident occurred than the A.M. got off and kicked the poor Chinaman who had just been run over. What moral depravity, was it not?

But it is not only Amateur Missionaries and mild folk like myself who are affected by the immorality of the bicycle. I will quote another case. He was a subaltern in the Staff Corps and has now been promoted and returned to the British Regiment, so I can speak of him with safety. He had a heavenly temper, attended Church regularly and never suffered from temporary congestion, the morning following a guest night at mess. But he fell from grace at last. He bought a bicycle so as to be able to ride with a lady friend, and his morals went all to pieces. I was riding with them one day and he had a collision with a Chinaman carrying a large lot of washing in two big bundles. It occurred just in the usual way; the machine took charge and did all the mischief on its own initiative. The coolie was the first to pick himself up, and as soon as he saw the murderous light in the subaltern's eyes, he bolted. The subaltern picked up the bamboo carrying-pole, which the coolie had abandoned, and gave chase. Then the machine, out of pure devilment, ran subaltern, pole, and all over the Praya into three feet of water and a couple of black mud. He got out after a time, said such wicked words that the lady had to put her little hands over her ears, and then threw the washing over into the water. Then the coolie stroled up and said that it was his (the subaltern's) washing, and I am sure I saw the bicycle nearly bursting its tyres with unholy mirth.

Now don't you think, Mr. Editor, to sum up, that after such a series of crimes as those I have related, the bicycle ought to be suppressed? It does more to ruin and deprave otherwise upright and clean living men than all the gambling, wine and women in creation. It makes you a bully, a liar (for you always boast of your records) and, perhaps, a thief, and therefore, say I, a Society for the Abolition of the Bicycle is badly needed.

It will be remembered that a few months ago a tired diver took what seemed to be a permanent lease of a portion of the bottom of the harbour. This was taken as a fair mark for a lot of cheap humorousities and paltry persiflage. I trust, Mr. Editor, the accident to the steam roller will not be treated in a frivolous manner. There is nothing light or airy in a steam roller, as it seems to have gone thoroughly into the subject, and an example to all men, i.e. the quiet persistence of a steam roller in remaining where it stopped. No doubt it is upset by being lifted by block and tackle, because that gets its back up at once.

In a book recently issued on the service, the author (Mr. Redbrick Campbell) tells some entertaining stories, one of which runs as follows: "Our officials when they wished to become Benedict, often married Indian girls. Many, however, did not care to do so, and would petition the Company to select wives for them and send them out by the next boat. Their wishes were as a rule complied with, and the selection was nearly always satisfactory. Among the architects running the company are found recipients from 'Jane Goody' per invoice, in good trim, and 'Received, per Cypres, Malinda (Timpins), returned per Lapwing, as not being in accordance with description contained in invoice.'"

The story in the *Kobe Herald* of a Japanese gentleman who, to obey the regulations, bathed in pyjamas, then running, then out, dried himself with them and walked home with them over his arm, recalls an experience of mine in Japan that occurred over twenty years ago, says *Break in Sport and Gossip*. "I was returning in a rickshaw from Miyashita, and a regulation was then in force in Yokohama that on entering the city, coolies must wear some clothing. They say this order my rickshaw stopped, as did all others, opposite a sort of fifth-hand clothes shop. The coolie who appeared, into it and returned with a very dilapidated foreigner's dress coat on, and in this garb he proceeded to the Grand Hotel."

A correspondent writing to the *Epitaphs*, conductor of "Stray Notes" in the *Kobe Chronicle* gives some suggestions for suitable epitaphs for members of various professions. I quote some of them: "The teacher: 'He's enjoying his long vacation.' The lawyer: 'Lies here with his retainers.' The postmaster: 'Sent to the Dead Letter Office the announcements.' The doctor: 'He's gone to his long rest.'"

word of life, the butchers. He's struck his last blow. The photographer: 'Faded here (taken from life)'. The painter: 'The only pilot's anchored here'. The hand-working telegraphist: 'Transferred to the head office'. The banker: 'Placed here on fixed deposit'. The doctor: 'Buried with his numerous mistakes'. The tailor: 'A perfect fit, even here'. The godown-keepers: 'Cold storage at reduced rates'. Finally I give an epitaph, which the Kobe writer puts first. It has even more point here than in Kobe. It is the editor's: 'Resting from the daily press.'"

THE "LENNOX" ADRIPT ON THE PACIFIC

The "Br. steamer *Lennox*, which has been running between Portland and Manila for the past two years, under charter by Doddwell & Co. to the U.S. Government, broke her propeller shaft on her last voyage eastward. She left Manila June 27th, expecting to go to Portland, but at Nagasaki orders were received to proceed to San Francisco. The ship left Nagasaki July 5th and the progress was fairly good, until suddenly on the evening of July 25th, the shaft broke within three feet of the propeller, making a great noise, but the quick shutting off of the engines prevented any damage to the vessel. There was a calm at the time, and things looked bad. Captain Williamson declared that he had no sails on board, and the only thing to be done was to use the awnings for sails. There were a lot of men-of-war's men, and all hands set about to sew sails, and under the direction of the ship's officers, rigged up a jib and staysails, a foremast staysail and trysail and two stunsails on cargo booms. After drifting about more or less helplessly for several days, Captain Williamson decided to send one of the ship's boats away in the hope of reaching the coast. Accordingly on the morning of July 26th a crew of six men put off from the disabled steamer. On the *Lennox* were seventeen cabin and forty-five second passengers, nearly all of whom were discharged sailors and soldiers, and the English officers and a Chinese crew of about thirty men. There were no women on board.

The ship's story of the accident and subsequent experiences states that under the jury rig the *Lennox* made little or no progress. When the shaft broke the ship was in latitude 33 degrees, 28 minutes north, longitude 127 degrees, 28 minutes west. For nearly a week those on board looked in vain for assistance, meanwhile drifting to the southward and toward the coast. What made it really serious was the shortage of provisions. The only thing on board was particularly depressed on account of the helplessness of the vessel, but when no steamer appeared, and day after day passed, Captain Williamson asked the Chinese crew to man a small boat and attempt to reach the coast. The Chinese refused and the chief officer went to the foreign sailors and asked for a volunteer crew. Twenty minutes later a boat was ready to put off. Twelve hours later, within sight of Piedras light the boat was picked up by the steamer *Loomis*. The *Lennox* was in latitude 33 degrees, 40 minutes north, longitude 121 degrees, 55 minutes west, when the boat left her. The boat's crew arrived at San Francisco on the 1st inst. and delivered a letter to General Long from Quartermaster-Captain Dorcy of the *Lennox*, giving particulars of the condition of the vessel, and requesting assistance. The big transport tug *Stocum*, which is always kept in readiness for such cases of emergency, was dispatched by General Long in search of the helpless *Lennox*. It was expected that the *Lennox*, which was about 180 miles south of San Francisco and forty miles of sea when the small boat put off from her, had drifted forty miles further to the southward. The *Stocum* would probably find the vessel close to Santa Barbara channel, and immediately start to tow her to San Francisco. *Kobe Herald*.

ALLEGED SUICIDE OF A FUGITIVE TAIAT

SHANGHAI, 26th August. A Taiyuan, Shanxi, dispatch reports the capture and subsequent suicide of Ching Wen-ching, a Taiat of the Kuei-Sui Intendency of Shanxi, near the Great Wall. This man, whilst Taiat last year, caused the massacre of a number of missionaries and converts within his jurisdiction and was named in the Black List for punishment. The Reactionaries, however, allowed, as in many other cases, this man to remain in office until the victory of the German forces at Kukuon, on the Chihli-Shansi borders, which led to the dissemination of rumors that the Allies were on their way to capture Taiyuan to avenge the massacres perpetrated last year in that city. The guilty Ching Taiat immediately abandoned his post and absconded (note of which was published in the columns of this paper) under the Empress Dowager being "justly indignant" issued a decree ordering his capture and summary decapitation wherever found. Ching Wen-ching was, according to the dispatch above referred to, captured by a petty military officer some time last July on the Shanxi-Hogan borders in consequence of which Ching tried to kill himself twice, unsuccessfully, by means of raw opium. By means of a heavy body, Ching was allowed to "die with his whole body intact," that is to say, not by the executioner's knife, which was accomplished by three men holding Ching's arms and legs, one man keeping a tight hold of his throat to prevent breathing; and a fifth man stamping with his heavy boots on the prostrate Ching's abdomen. "Three stamps," continued the dispatch, "was sufficient to kill the man effectively." The body was finally laid in a coffin and transported to Kueichuan (the scene of the murders last year, where some of the foreign converts were killed) and there, on the 26th inst., was found the body and signed an affidavit confirming the fact of the guilty official's death. *N. C. Daily News*.

COREAN NEWS

THE STRUGGLE FOR CONTROL IN KOREA. TOKIO, August 20th. The actual intention of the Russian Ministers to Seoul and Tokyo, who are renewing their efforts to bring about the appointment of Mr. Alexieff, Russian Minister in Tokyo, to a post under the Korean Government, is to expel Mr. McCleavy Brown, Superintendent of the Korean Customs, in order to sever Anglo-Japanese relations in Korea. Yi Yo-yok and Yi Han-shin are co-operating with the Russians. It is also reported that the necessary contract regarding the appointment of Mr. Alexieff has been already signed by the Russian and Korean authorities, but they cannot carry it out so long as Mr. Brown remains at his post. *THE SOUTHERN RAILWAY*.

SEUL, August 21st. The ceremony connected with the commencement of the Seoul-Fusan Railway work was held at Yeloneh this afternoon. The foreign Ministers to Seoul, the Korean Ministers of State and several hundred of Japanese officials and residents were present. Mr. Takenouchi, President of the company, and one Korean official read speeches.

POSSIBLE POLITICAL DEVELOPMENT. TOKIO, August 19th. A Seoul despatch to hand last night states that Mr. Hayashi, Japanese Minister to Seoul,

received a long telegraphic advice from Tokyo a few days ago. The Japanese Minister subsequently exchanged several notes with the British Legation, and the Japanese in Seoul believe that the British and Japanese Ministers to Seoul are to lodge a demand for their joint signature shortly. *Shanghai Mercury*.

THE QUARANTINE OUTRAGE AT HONOLULU

The Honolulu *Independent*, writing on this affair, says: "The Cofer affair is a very unfortunate incident. The indignation meeting last night was attended by all the prominent Japanese residents and we think that the sentiments expressed by the speakers will find an echo in the heart of every decent man who remembers that he had a mother and reveres the female sex, whether in silk or calico, or even a maid only. What Dr. Cofer could have been thinking of when allowing an indignity to be offered in an outrageous manner, towards refined ladies of the great Oriental Empire, we cannot understand. We know that if an attempt of an indecent examination had been offered to Caucasians, the doctor would have found a revolver pointed at him or an invitation to jump overboard and swim to the sharks. We think that the Japanese gentlemen and ladies who controlled the meeting last evening made a mistake in addressing the resolutions to President McKinley and other officials at Washington. The Japanese Foreign Office is the only proper serious matter, and those who know the spirit of the Japanese Government will realize that the matter will be investigated and satisfaction to the utmost power of Japan demanded. But not even Dr. Cofer's resignation which undoubtedly will be called for, will heal the wound inflicted on womanhood by a federal official."

BY THE MAIL

(From Home Papers.)

A Modest Request.

Miss Hobhouse apparently desired to serve on the Committee which has gone to South America to report on the refugee camps, and the *Daily Mail* naturally says that the only capable and impartial person who would have given us the only report which could be of any use to the *Daily News* has been ruthlessly "backed by an incompetent and unscrupulous Government." But, seriously, how could Miss Hobhouse expect to be put on a Committee, which is appointed practically to look into certain charges which she has brought against the manner in which the Boer women and children are being treated? This is on a par with Mr. Burdett-Coutts's desire to sit upon the Commission which was the result of his "Hospital Scandal" scare. The thing is ridiculous. An accused person might as well ask permission to sit beside the judge and give his opinion on the merits of his case. But the *Daily News* is inimitable.

The "Minerva" "Hyacinth" Run.

The *Engineer* of the last week in July has an interesting article on the *Minerva-Hyacinth* run to Gibraltar and back for the purpose of testing the relative advantages of the Scotch and Belleville boilers. Our contemporary says: "The performance of the *Minerva* on the run out was quite unexpected. The only defect manifested was the breakage of the bolt of an eccentric strap, and the consequent bending of one of the straps. The defect was made good with spare gear in two hours. The ship was quite ready to start again on her homeward run the moment her bunkers were filled. But what of the *Hyacinth*? During the first hours of the run out all went well. Then the loss of water began. The evaporators can supply between six and seven tons of distilled water per hour; but this was insufficient to make up the loss. A very curious feature of this loss is that it was found impossible to trace it to its source. The connections and pipes seemed tight, water did not run into the furnaces, nor was it found in the bilges. The loss was not due to priming, of course, because the water would have appeared in the hot well. The only explanation is that a multitude of very small leaks are equal in effect to one or two large leaks, and that the water was evaporated and went up the chimneys. A most careful overhaul took place at Gibraltar, and everything was tested by the hydraulic pump. Not satisfied with this, the ship was taken out of harbour and run for twelve hours to make certain that every joint was tight. This being done, she returned to harbour; fires were drawn, and the boilers cooled down. The history of the trial is typical. We have the steady old Scotch boilers, fairly used, and doing their duty perfectly in one vessel; and in the other have the Belleville boiler doing as it would seem, what it does when pressed. The ship could hardly reach Gibraltar at seven-tenths of her full power, the old trouble, leakage, driving her into port, and as he is remembered that the *Hyacinth* is a new vessel—1898—that her machinery has been in charge for many weeks of Mr. Gaudin, and that nothing was left undone to make her a success. The *Minerva*, on the other hand, working up to a higher fraction of her full power, gave no trouble whatever, and beat the *Hyacinth* in speed."

The Netherlands Railway Employees.

At a meeting of the South African Compensation Commission, on the 30th ultimo, Mr. Milvain, the chairman, read the decision of the Commissioners as to the position of the employees of the Netherlands Railway Company. The Commissioners have investigated this matter for themselves, and have come to the conclusion which was inevitable, that these employees were actively engaged as belligerents against this country, and that, therefore, they have no shadow of a claim to compensation, as neutrals. That they had as an exquisite instance of the impudent confidence of Dutchmen and foreigners generally in the general stupidity of this country. They seem to argue with themselves that any fool can walk round an Englishman. They are slowly becoming convinced of the opposite, but it has been a painful process both for them and for Mr. Milvain, whose chairmanship has been characterized by conspicuous ability and sound common sense, has greatly helped to the opening of the eyes of our enemies.

Sandow's Libel Action.

At the Birmingham Assizes recently, Eugene Sandow, the strong man, brought actions for libel against Arthur Saxton, another professional strong man, and against the Tivoli Theatre Company, Birmingham. The alleged libel was contained in a statement in Saxton's correspondence paper, and published by the Tivoli Company on their bill to the effect that in Sheffield in 1898 Sandow was defeated by Arthur Saxton in a trial of strength. The plaintiff called evidence to the effect that he accepted the challenge, and that he was the victor in the trial. The defendant called evidence to the effect that he was the victor in the trial. The judge found in favour of the plaintiff.

In support of the plaintiff's case, Arno Saxton, formerly a member of the Saxton troupe, deposed that the event of the barrel had an outer case loaded with sand to make it difficult to balance by anyone unacquainted with the device. Defendant and a number of witnesses denied that Sandow succeeded in "straightening his arm when he held the barrel aloft. The stage manager and several members of the band corroborated." A verdict was given for the plaintiff with damages against Saxton and 40s. against the music-hall company.

Americans and Queen Victoria.

A pleasing evidence of the feeling of the people of the United States towards our late beloved Queen is afforded by the contribution of 25,000 to the National Memorial by the delegates from the New York Chamber of Commerce. The generous action of these gentlemen has been dictated by a double sentiment. First, they are grateful for the reception they have had in the old country, for the "very cordial welcome" they received from their Majesties the King and Queen, and for the generous hospitality with which they were greeted during their stay by the English people in general, and by the Lord Mayor in particular. Secondly, they wish to testify to the universal esteem and reverence with which her late Majesty was regarded by the people of the United States. It is the English proverb says, "Les petits cadeaux entretiennent l'amitie." We might add, "Et les grands aussi."

Mr. Brodriek and the "Daily Mail."

It seems to us (*Full Mill Gazette*) that the *Daily Mail* is by no means well advised in maintaining that Mr. Brodriek's action in regard to it has been dictated by imitation of the publication of Mr. Edgar Wallace's account of the Vlakfontein episode. Not only have we Mr. Brodriek's positive disclaimer of his having acted from any such motive, but the information that has now come to hand goes to show that in some of its main particulars our contemporary's correspondent stated no more than the truth. In our view the controversy between Mr. Brodriek and the *Daily Mail* can and must be regarded from the one aspect in which it was presented to the House of Commons on the 29th ult. The Secretary of State for War has in no ambiguous terms charged the journal in question with having in the present year published statements of impending events based on secret official documents, and he went on to say, "It is immaterial, in my opinion, whether these were obtained by direct purchase or through the means of a correspondent." This is, after all, only a euphemistic way of saying that the conductors of the *Daily Mail* have, either directly or indirectly, by improper means obtained and published official information. That is a very grave charge, and we do not doubt that whose action is thus impugned will do all that lies in them to have it thoroughly investigated.

THE ROYAL TITLE.

The proposed alteration of the Royal title recalls the fact that, since the reign of William I, it has already undergone no fewer than fifteen changes. The following list should be interesting: 1086 William I. King of the English, Normans, and Cincmarians. 1100 William II. King of the English, and Duke of Normandy. 1113 Stephen. King of the English, Duke of Normandy and Aquitaine. 1154 Henry II. King of England, Duke of Normandy and Aquitaine. 1199 John. King of England, Lord of Ireland, Duke of Normandy and Aquitaine. 1265 Henry III. King of England and Ireland, Duke of Aquitaine, and Count of Anjou. 1341 Edward III. King of England and France, and Lord of Ireland. 1421 Henry V. King of England, Heir and Regent of France, and Lord of Ireland. 1429 Henry VI. King of England and France, and Lord of Ireland. 1544 Henry VIII. King of England, France, and Ireland, and Defender of the Faith, and on earth the Supreme Head of the English and Irish Church. 1559 Elizabeth. Queen of England, France, and Ireland, Defender of the Faith. 1603 James I. King of England, Scotland, France, and Ireland, Defender of the Faith. 1702 Anne. Queen of Great Britain, France, and Ireland, Defender of the Faith. 1801 George III. Of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith. 1877 Victoria. Of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, Empress of India.

BOER REFUGEE CAMPS.

Fairplay says: "In connection with the Refugee Camps in the Orange River Colony, and with the group of Dutchesses that are to be sent out to inspect them, *The Times* correspondent manages to hit the nail on the head. Suggesting that the Boers' trek amongst the farms still occupied by the Boers would enlighten these scented ladies as to the normal conditions of life amongst the gentle-idiots of our Radicals, he goes on to say: 'It is the right of British subjects to be tried by their peers, and it is not fair that people who have never seen a tent except with strawberries and cream, inside should judge Boer refugee camps by an English drawing-room standard. From my own experience I know that Boer women occasionally do butchers' work, while the men in one family which was peculiarly dirty owned a prosperous farm well provisioned with fowls, meat, and live stock, and with abundance of water near the house. I do not mention these cases by way of apology for the refugee camps, for I am convinced that none is required but for the enlightenment of privileged tourists and for the hypocritical indignation of other critics who have never seen a veld Boer or a *hyphen* home. Now by all accounts the average Boer at home is about the dirtiest individual in the world. He sleeps in his clothes, never washes, and pollutes the air. For an approach to him in fitness of living we should have to go to the least civilized parts of Ireland. It occurs to me that if our Society slimmers were to be accompanied by an equal number of wives of small Irish tenantry, or of that matter, of some Scotch or Welsh cottiers, the inquiry would at least be conducted by a committee and half of which would not look at matters from the narrow British and English point of view.'"

NOTANDA

CALENDAR

AUGUST
Meteorological mean based on fifteen years' observations to 1898.
Barometer..... 29.755
Thermometer..... 81.0
Humidity..... 83
Rainfall..... 13.48

TO-DAY.
WEATHER REPORT.
On 31st August, 1901.
Barometer..... 29.95
Thermometer..... 81.0
Humidity..... 83
Rainfall..... 13.48

TO-DAY.
Saturday, 31st August, 1901.

Chinese—18th of 7th moon of 27th year of Kwang-shi.
Sun—Rises..... 5hr. 30min.
Sets..... 6hr. 22min.
Moon—In Equator 4hr. 41m.
High water—Morning..... 9hr. 32min.
Afternoon..... 10hr. 7min.
Low water—Morning..... 3hr. 10min.
Afternoon..... 4hr. 01min.

ANNIVERSARIES.

1848—Severe typhoon off coast of Korea, many lives lost, and much damage done to shipping at Hongkong, Macao, and Whampoa.
1893—Steamer *Antiope* floated and towed into Kowloon dock.
1894—Destruction of Canton flower-boats by fire.
1898—Colonel Henry confesses to forgery in Dreyfus case.

TO-MORROW.

Sunday, 1st September, 1901.
Chinese—19th of 7th moon of 27th year of Kwang-shi.
Sun—Rises..... 5hr. 24min.
Sets..... 6hr. 16min.
Moon—In Equator 4hr. 41m.
High water—Morning..... 10hr. 19min.
Afternoon..... 10hr. 41min.
Low water—Morning..... 3hr. 54min.
Afternoon..... 4hr. 32min.

ANNIVERSARIES.

1858—Last sitting of the East India proprietors as Governors of India.
1880—General Roberts defeats Ayob Khan at Kandahar.
1898—Vessing railway opened to traffic.
1900—Official list of British casualties in South Africa amounts to 39,645.

AGENDA.

TO-MORROW.

O. S. K. Co.'s steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.
CHURCH SERVICES.
St. John's Cathedral: Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.; Roman Catholic Cathedral: Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 7 p.m.
German Bethesda Chapel, West Point: Morning Service, 11 a.m.
St. Francis' Church, Wanchai: Mass (Chin.), 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road: Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point: Mass, 8 a.m.
Wesleyan Methodist Church: Services, 10.30 a.m. and 5.45 p.m.
Union Church: Services, 11 a.m. and 6 p.m.

MONDAY, 2nd.
Clearance sale at William Powell's, Limited. Public Auction of Crown land at Tai Kok Tsui, Kowloon, at 3 p.m., at the offices of the P.W.D.
Public Auction of Crown land at Kennedy Road, Hongkong, at 3 p.m., at the offices of the P.W.D.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
August 20th.

The officers of the *Catharine Ahear* (Capt. S. H. Belson) are: Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, and T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.
The officers of the *Wing Sang* (Capt. H. S. Sear) are: Chief officer, Mr. Bizard, 2nd, H. W. Ware, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 23rd.
Mr. Short is temporarily chief officer of the *Hatching*.
Mr. S. Williams is appointed 3rd officer of the *Haitian*.
Captain Evans is temporarily commanding the *Hatching*, vice Captain Davis on leave.
Mr. Walters is appointed 3rd officer of the *Haitian*.
Mr. Musgrave is appointed 3rd engineer of the *Thales*.
Mr. E. Sayer is appointed 2nd engineer of the *Thales*.
Mr. E. H. Kirman, late of American ship *Al Laguna*, is now 4th officer of the *Glenysie*.
August 25th.
Capt. Davis has resumed command of the *Hatching*.
Mr. Evans, chief officer, has returned to the *Hatching*.
Mr. Short, 2nd officer of the *Haitian*, has returned to that ship.

August 30th.
Captain W. P. Plummer has taken over the command of the *Haitian*.
Mr. Walters has joined the *Haitian* as 3rd engineer.

SHIPPING AND MAIL NEWS.

MAILED DUE.
Australian (*Edith*) to Hongkong.
German (*Prinzess Alice*) 3rd instant.
German (*Prinzess Alice*) 4th instant.
American (*America*) 7th instant.
Canadian (*Empress of Japan*) 7th instant.
American (*City of Peking*) 10th instant.
American (*Goelia*) 21st instant.

The N. Y. K. Co.'s steamer *Ryūjin Maru* (American Line) left Kobe via Moji and Shanghai for this port on the 30th inst., and is expected to arrive here on the 7th prox. The Imperial German Mail steamer *Prinzess Alice* carrying the German Mail, with dates from Berlin of the 1st inst., left Singapore yesterday (Friday) at 2 p.m., and may be expected here on or about Tuesday the 3rd prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India* arrived at Shanghai at mid-night on Friday the 30th inst., and left again at 9 p.m., to-day for Nagasaki, where she is due to arrive at 8 a.m., on Monday the 2nd prox.

HONGKONG AND WHAMPOA DOCK RETURNS.
George, *Kalantian*, at Rowland Dock.
Victoria.
Zafiro.
Hinsang.
Canton River.
Tallie.
Cosmopolitan.

PASSED THE CANAL.

Outward—13th August—Canton, *Konigsberg*, *Moyuna*, *Prinzess*, 10th August—*Awa Maru*, *Uyeyasu*, *Palawan*, 20th August—*Kler*, 20th, *Malaya*, *Marianne*, 22nd August—*Agamemnon*, *Ceylon*, 27th August—*Ambria*, *Ramberg*, *Olintho*, *Hamburg*.

Homeward—13th August—*Salatte*, *Wakasa Maru*, 16th August—*Jawa*, 20th August—*Indrani*, *Bayern*, 23rd August—*Albani*, *Gladius*, 27th August—*Alcinous*, *Sankha*, *Kanagawa Maru*, *Sunda*.

Arrivals at Home—2nd August—*Glenartney*, *Prometheus*, *Nurnburg*, 27th August—*Klial*, *Annan*.

Shipping.

Arrivals.

DAYBREAK, British steamer, 700 A. H. Best, 30th Aug.—Shanghai 27th Aug.—General C. M. S. N. Co.
KYOTO MARU, Japanese steamer, 1,630 T. Sakurai, 30th Aug.—Moji 25th August, Coast Mitsui Bussan Kaisha.
GLENFALLOCH, British steamer, 1,434 R. S. Bainbridge, 30th Aug.—Sourabaya via Singapore 18th Aug.—General—Joo Teck Seng.
DR. HANS JERO KIER, Norwegian steamer, 691 T. Larsen, 30th Aug.—Netherlands and Chelso 25th Aug.—General—Hartling, Buschmann & Menzel.
JUPITER, British steamer, 2,105 James Reid, 30th Aug.—Shanghai 27th Aug.—General—Dodwell & Co., Ltd.
KUTSANG, British steamer, 1,495 T. W. Selby, 31st Aug.—Java 20th August, Sugar-Jardine, Matheson & Co.
NANCANG, British steamer, 1,065 Edward Tullyson, 31st Aug.—Canton 30th August, General—Butterfield & Swire.
GLENHOL, British steamer, 3,141 Forbes Selby, 31st Aug.—Canton 30th August, General—McCreech Bros. & Co.
MUTTRA, British steamer, 2,085 D. C. Macintyre, R.N.R., 1st Aug.—Taku 25th Aug.—Government Stores—Government.

Clearances at the Harbour Office.

Dr. Hans Jero Kier, Norwegian steamer, for Canton.
Wo Ping, Chinese steam-launch, for Wuchow.
Kantia, British steamer, for Nagasaki.
Aprende, German steamer, for Haiphong.
Daijin Maru, Japanese steamer, for Swatow.
Daybreak, British steamer, for Canton.
Jacob Diederichsen, German steamer, for Hoihow.
Yin Tung, Chinese steam-launch, for Wuchow.
Yin Keng, British steamer, for Canton.
Anphing Maru, Japanese steamer, for Kuratsu.
Kyo Maru, Japanese steamer, for Kutchinot.
Jupiter, British steamer, for Manila.
Helmhorn, British steamer, for Canton.
Peru, American steamer, for Shanghai.
Wongkoi, German steamer, for Swatow.
Changsha, British steamer, for Shanghai.
P. C. O. Kiao, German steamer, for Singapore.

Departures.

Aug. 31, *Asasilla*, British steamer, for Europe.
Aug. 31, *Nemusa*, British steamer, for Taku.
Aug. 31, *Pelayo*, British steamer, for Singapore.
Aug. 31, *Takung*, British steamer, for Bangkok.
Aug. 31, *Lycemoun*, German steamer, for Canton.
Aug. 31, *Phra Chula Chom Klao*, German steamer, for Singapore.
Aug. 31, *Peru*, American steamer, for San Francisco.
Aug. 31, *Anphing*, British steamer, for Shanghai.
Aug. 31, *Rein*, Norwegian steamer, for Bangkok.
Aug. 31, *Wongkoi*, German steamer, for Swatow.
Aug. 31, *Daijin Maru*, Japanese steamer, for Canton.

Passengers—Arrived.

Per *Glenfalloch*, from Singapore—275 Chinese.

Departed.

Per *Yutansang*, for Manila—Mr. B. Darbosh, Miss Mary Perez, Miss L. Marquand, Dr. Sanger, Mr. A. S. Foster, Mr. and Mrs. K. Bojtoroff and infant, Mr. and Mrs. Wallace, Mrs. and Miss Powell, Messrs. C. H. Ames, R. Harper, L. Maynard, Mr. Hilbert and child, Miss Hock, Mr. Sam McCurdy, Miss M. White, Messrs. S. S. Milligan and E. B. Hovitz.
Per *Peru*, for Shanghai—Messrs. Frank Howard, J. S. Hagh, and A. Rodriguez. For Kobe—Mr. C. F. Bilbrough. For San Francisco—Miss E. A. Eakin, Mr. and Mrs. C. C. Hansen, and infant, Miss Lillian Hansen, Mr. and Mrs. Geo. U. Owen, Messrs. J. Burnstone and S. H. Ingram. For Portland—Or—Mr. Frank Wilmer, For Demerara—Mr. Leung Kow, Mr. Wong Lin, For Paris—Mr. G. H

Mails.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	DESTINATIONS	SAILING DATES
KAGA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.
BINGO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 6th Sept., at Daylight
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 10th Sept., at Noon
RIOJUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 16th Sept., at 4 P.M.
MIKI MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 13th Sept., at Noon
AWA MARU	KOBE and YOKOHAMA	FRIDAY, 13th Sept., at Daylight
TAMBA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 20th Sept., at Daylight
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 20th Sept., at Noon
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Sept., at 4 P.M.
INADA MARU	KOBE and YOKOHAMA	FRIDAY, 27th September, at Daylight

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 30th August, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 5th Nov., at Noon.

THE Twin Screw Steamship

"AMERICAN MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 17th September, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hankow, 26th August, 1901.

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Points of U.S.A. to the

ORIENT.

For further Particulars apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK, to the Agents of the Company at Japan, China, Hongkong, Philippines and Straits.

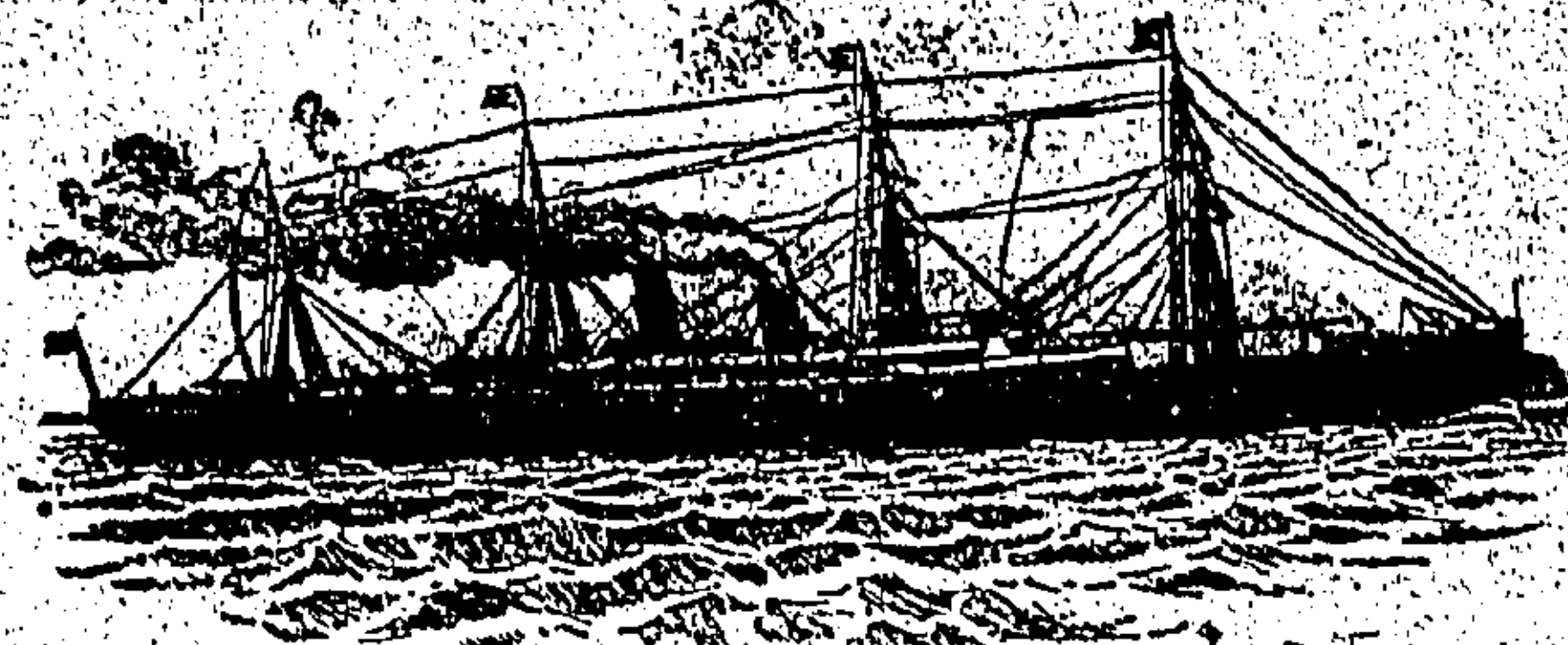
FRANK WATERHOUSE & Co., General Western Agents, SEATTLE, or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 30th July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CORTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"JALILI"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "CORTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

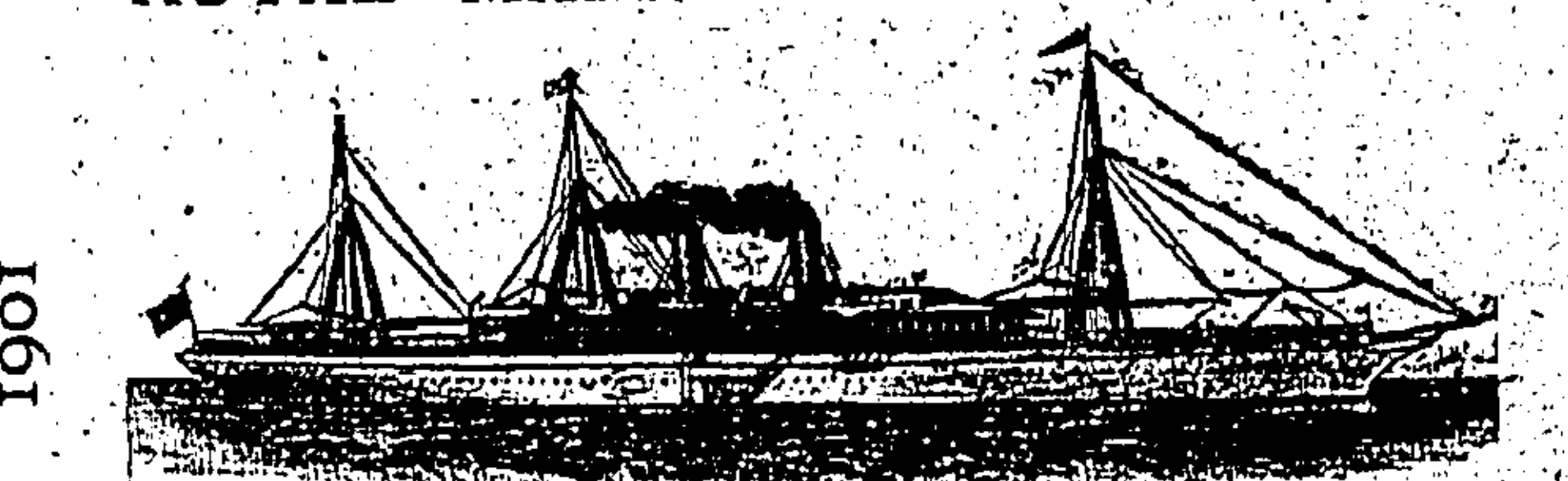
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 31st August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. B. Marshall, R.N.R.	WEDNESDAY, 26th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Piddar's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SIBIRIA	HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	4th Sept.	Freight and Passengers
ARAGONIA	NEW YORK	7th Sept.	Freight
ANDALUSIA	VIA SUEZ CANAL	21st Sept.	Freight
ARABIA	HAYRE and HAMBURG (Calling at SINGAPORE and PENANG)	4th Oct.	Freight and Passengers
KOENIGSBERG	HAYRE and HAMBURG (Calling at SINGAPORE and COLOMBO)	19th Oct.	Freight and Passengers
BAMBERG	HAYRE and HAMBURG (Calling at SINGAPORE and PENANG)	2nd Nov.	Freight

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 5, Queen's Building.

Hongkong, 30th August, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG and SHANGHAI	"KIUKIANG"	3rd September
NIENHSIN	"NANCHANG"	2nd September
NIENHSIN	"FOOCHOW"	3rd September
NAGASAKI, KOBE and MOJI	"TIENTSIN"	3rd September

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th August, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PYRRHUS"	5th September
	"ULYSSES"	12th September
	"AGAMEMNON"	19th September

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	3rd September
	"IDOMENEUS"	17th September
	"AJAX"	1st October
LIVERPOOL (DIRECT)	"ORESTES"	about 15th September

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 28th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship.

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 1st September.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 31st August, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship.

"SUISANG," Captain Tadd, will be despatched as above on TUESDAY, the 3rd September, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th August, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship.

"ATAKA," Captain above Port, on or about the 10th September.

To be followed by the "S.S. ANAPA," about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship.

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City..... about Sept. 15

Strathgyle..... about Oct. 15

THE Steamship "CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 1 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hankow, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship "CHINA," Captain Leva, will be despatched as above on TUESDAY, the 17th September, at Noon.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

HONGKONG, 28th August, 1901.

FOR SHANGHAI, CHEFOO, VLADIVOSTOK, ALSO PORT ARTHUR.

(If sufficient inducement offered.)

THE Steamship "PROTECTOR," will be despatched for the above Ports, on TUESDAY, the 3rd September, at 3 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 28th August, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship.

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 4th Sept.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS), and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN," Captain Ellis, will be despatched as above on THURSDAY, the 5th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steadfast and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th August, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "KNIGHT COMPANION" between

HONGKONG and PORTLAND (OR.) Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "INDRAVELLI," will be despatched for PORTLAND (OR.) on or about the 10th September, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further information, communicate with or apply to ALLAN CAMERON, General Agent.

Hongkong, 23rd August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI. THE Company's Steamship

"CARINTHIA," Captain Marochino, will leave for the above place, on THURSDAY, the 12th September, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 29th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship

"TRIESTE," Captain Ming, will leave for the above places, on TUESDAY, the 12th September, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"GLENVYLE," Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR, BROS. & CO., Agents.

Hongkong, 28th August, 1901.

JAPANESE TROOPS IN NORTH CHINA.

Mr. George Lynch, in a criticism of the Allied Troops taking part in the campaign in North China, writes as follows concerning the Japanese, which is of special interest, when taken in connection with the unwilling admiration expressed by the *Asahi*, as reported in a recent telegram—

"The Japanese infantry were a surprise and a revelation to most of the Allies. Notwithstanding the enormous trouble they have taken with their cavalry, it is immensely inferior to every other arm of their service. This is not to be wondered at when we reflect how little the Japanese are accustomed to horse-riding at home, and what small opportunities they have of acquiring that knowledge in the management of horses which comes instinctively to English, German, or to the Irish farmer's son, or field labourer. The lack of efficient cavalry is with the Japanese largely compensated for by the extreme mobility of the infantry. They appear to do everything at the double. All their soldiers seem to be perpetually kept in the best of hard training. If they have not horses at home, they have plenty of riksha men, who consider thirty to thirty-five miles of running not an excessive day's work."

"Often watching the Japanese manoeuvring in the field, it occurred to me that if the men of her entire army had not served, an apprenticeship between the shafts of the riksha, they must at least have passed through some training equally severe. On the expedition to Peking they carried with them a number of light calibre guns, which they pulled into action and kept right in the firing line. In every detail of their camp equipment, food supply, and field hospital corps, there was a neatness of packing and arrangement which apparently resulted in their carrying all their requirements in about a third less space than any of the others. The simple fare of the Japanese soldiers was ideal for campaigning. Broadly speaking, it consists of rice, with what might be called a flavoured of strong-tasting dried fish and some mysterious brown condiments suggestive of curry. As they have modelled their fleet on our own, so they have drawn from the French and German armies a selection of their uniform and equipment. The colour of their uniform at home is dark blue. But during the expedition to Peking their uniform was white, which would have been more conspicuous in operations against any other force than that composed of less bad marksmen than the Chinese. This is now to be abandoned, and is to be replaced by something in the nature of khaki, and their heavy round German caps by straw hats or helmets, which will give more protection against the sun, although not looking so smart."

"Although the officers of all the Allies were immensely struck by the discipline and equipment of the Japanese, close observers were still more attracted by the underlying soldier spirit which animates them. An inherent spirit of soldiering seems to possess every Japanese as a natural heritage. They seem to love fighting for fighting's sake. They appear to enjoy the whole thing as schoolboys do their games. They take their killing much more kindly than the others, and appear to be much more familiar with the idea that it is part of the game. Indeed, there is a zest, and a verve, and go about them when in action that I have never seen in any other troops. There were numerous gallant instances in the siege of Tientsin of their utter disregard of death. And outside the gates of Peking it looked to me that ten men who were killed in their attempts to blow it up, might apparently have been indefinitely multiplied at the command of their officers without any danger of faltering. When at ten o'clock at night they advanced to take the gate by assault which they had failed to force in the morning, it was immensely attractive to observe the gaiety, the hilarity, with which they charged forward to the attack. All movements such as this they accompany with singing."

"At night, in the camps on the way up, what I had mistaken for some Buddhist evening prayer, when the soldiers tramped round like a human prayer-wheel, was, I subsequently discovered, the chanting of a war-song which had been composed by General Fukushima himself."

"The interesting thing to observe will be to see how the Japanese behave when they are getting the worst of it, how they will conduct themselves when they are outnumbered, or when under the strain of a losing fight. From a sporting standpoint, I'll be inclined to lay six to four on a Japanese against a Russian regiment. The inspiring, ingrained fighting spirit of the Japanese is identical with that of the Irish regiments, who are probably the best fighting men in the world."

THE SNAKES' PARADISE.

W. A. Fraser, in the Canadian Magazine.

The Borongoro Islands lie about half-way between Calcutta and Rangoon. When the snakes die they go to the Borongoros. That is their paradise; there they hold high carnival. I spent three years among them, and know of these things. From the giant python down to the deadly karai they are all there, all the ophidians. Even the salt-water snakes, that are all poisonous—their, too, are there. Two Europeans had preceded me on the Borongoro, so there was considerable natural history on tap when I arrived, and we rapidly acquired much. One can't live among snakes without studying them; they insist upon it.

Each evening I killed an hour or so of the monotony by walking up and down the path in front of the bungalow. A big cat was my usual companion. His method of introducing himself to my notice was generally abrupt. He would lie in wait, and as I came along, spring out upon me, alighting against one of my legs. At other times he would lie on his back in the path, and as I came near, he would spring up, and as I came near, he would spring up, and as I came near, he would spring up. One evening, just after turning into the path from the bungalow, I felt something soft and yielding against my foot. Thinking it was "Bill," I gave the mass a gentle push. As I shifted the something, I saw a twisting gleam of white, not at all like the soft grey of Bill's fur. Of course I knew what that meant. Jumping back I brought down my walking stick on the twisting thing, and yelled for a light. The servants came running from the cook-house with a lantern, and I saw that I had laid out a most villainous dabon. One touch from the cat-like fangs on my foot would have been fatal, and within an hour I would have been dead. One of our party had occasion to visit a Mr. Savage, a half-caste landowner on the other side of the island. He went in a boat, and while the coolies were bringing up his traps, went up to the bungalow. He was sitting in a big chair on the verandah, talking to Savage, when he felt something drop from the leaf-roof on his shoulder. Leisurely he started to rise to see what had fallen, when the other man, who had been sitting next to him, moved perfectly still. "Don't know what that meant," said the old man, took a Burmese *dak* (sword) from the wall, and like a creak of a white man with the thing on his shoulder. Within striking distance he paused,

and raised the *dak* high in the air to cut the thing in two with one swift downward stroke. Then his nerve, rattled and jugged at for sixty years until it was weak, failed him, and the sword clattered from his numb fingers to the floor. "My God! I can't do it," he whined, in a broken voice; and reeled back against the wall, where he stood staring with weak eyes at the snake and his burden.

Dunlop neither moved nor spoke; his only safety lay in keeping perfectly still—motionless. It might be minutes, or a thousand years; they would have to wait till the boatman came. What would happen then he could not say. He could feel the clinging, pulling thing on his right shoulder. There was an undulating pressure that told him the head of the snake was swaying back and forth just above his neck. Then the song of the Madras boatman as they came swinging along with his luggage, broke upon his ear. These gin-thickened voices, carolling the coarse refrain to the time of the measured trot were angel voices. What would the middle-brained coolies do, he wondered. If Mr. Savage, his trusted servant, saw the thing, it might be well, he had nerve and judgment even close to that of a snake. Mr. Savage was in the lead. When he came to the steps, Savage jerked out an expression that called his attention to the *tableau*. Gathering his *dak* tight about his loins he slipped along the verandah like a shadow, grasped the fallen *dak*, and, poising his black, lithe body for swift, strong stroke, brought the sword through the air with a swishing cut that laid a full-grown cobra in two neat pieces almost at the feet of the man who had waited.

SOME RUSSIAN YARNS ABOUT THE CHINESE WAR.

By SAMUEL JOHNSON.

From various sources have I gathered the following ideas of Russians about the Chinese War—a terrible muddle, in which expressed virtuous and suppressed information are conspicuous features. Of course *nothing* has been deduced or looted. The British troops never thought of such a thing. The French at once returned a few samples of Chinese art, destined by a thoughtless General to adorn the nation museum. The Germans were above suspicion, while nothing could be more impeccable than the attitude of the Japanese under temptation. "The Russians, alone, have been an exception to the honourable rule, according to the newspapers of Europe. 'Yes!' I murmured certain organs of public opinion, 'we are all spotless except the Russians, and they loot and do other things, which to us are indefensible. The Russian code of morals is not ours, thank goodness!'"

My Russian friends pay little heed to all this, but in private conversation they tell me that the troops of every arm and of every nation have looted and plundered without compunction. Most of them looted indiscriminately, and many a gallant warrior burdened himself with bulky articles of little value, which he was glad to drop at the next street corner. Others—a select few, knew what to take and how to keep it. These amateurs went in for small, but costly objects. My Russian friends tell me that the really scientific exponents of this art were classified in the following order—

I.—The Japanese.
II.—The Germans.
III.—The Bengal Blazers.

It would appear that the Japanese were far away the most successful of these art collectors. The Germans were, however, very good and thorough in their methods of acquiring things worth having, as indeed is usually the case; whilst our troops from Bengal, though of marked ability at this work, showed perhaps more zeal than discrimination. I have heard nothing from my Russian friends about what they may have done themselves in the looting line, but they have a very quaint story concerning their German allies, which is worth telling. It seems that the Russians had to turn over a portion of the Summer Palace to a German detachment on starting on an expedition of some kind against the Chinese. Before quitting the palace, the Russians made up a minute inventory of the contents of the buildings which they were about to evacuate, and handed it to the officer commanding the German troops, who replaced them. This catalogue was made out in Russian and in French. When the Russians returned from their expedition and resumed their old quarters, they were astonished to find that the entire contents of these buildings were gone. Even their inventory had gone! The German officer responsible, being interviewed on the subject, expressed his surprise at the imperfect nature of the missing catalogue, which made no allusion to the historical interest of the objects described. This, like certain other *lacuna*, had been partly filled up by German officers on the spot, and the colonel cheerfully remarked that the experts of Berlin would doubtless be able to complete this interesting task to his satisfaction. The Russian officer was then bowed out with much ceremony, and went to his quarters to read what a German newspaper had to say about the wholesale pilfering and looting carried on by the legions of the Far.

The Russians happened one day to detect an American wandering aimlessly about in the portion of the palace confided to their care. This was against all rules of course, but the American officer explained so plausibly that he had got there without knowing it, through some forgotten and unguarded opening—that the Russian officer of the day quite believed him, but he ordered his visitor to be searched, merely as a matter of form. When found, the American's pockets were found to be stuffed with the rarest specimens of jade and ivory, gems of all kinds, further enquiry was made into the matter. It was then discovered, that the American military tourist had, by some inconceivable concatenation of circumstances, been impelled to drop himself down a chimney, which happened to be there while he was taking a view of the surrounding country from the roof of the palace. Some of the choicest gems in the American's possession were wrapped up in a New York publication setting forth in large print the unparalleled plundering and the indescribable robberies of the Russian troops in China.

Stories of this kind could be multiplied *ad lib* at the expense of the soldiers of every country represented in the marvellous operations in China, so it may be of interest to hear what the Russians have to say about other aspects of the War.

Russian officers say that the only serious resistance they encountered in Manchuria, was from Chinese troops under the command of two Englishmen—whose names they give without hesitation. They declare that the Chinese fought extremely well under their English leaders.

All Russian officers returning from the Far East are much impressed with the intimate knowledge possessed by the Japanese of China and its affairs. They alone know their way about in China. A Russian officer was puzzled that the face of a certain Japanese Colonel should appear so familiar to him, until it flashed across his mind that the gallant Colonel was none other than a certain dexterous little Japanese barber, who used to shave the chin and dress the hair of the people of the Russian Legation. The barber-colonel had probably picked up a few

tips, besides those given to him by his Russian customers in actual coin.

Finally, many of the Russians believe that the Powers will ultimately discover that they have embarked on a costly and endless undertaking for the benefit of German trade, and of German trade only. We are spending millions of money and some valuable lives in order that we may throw open the gates of China to Germany. And when we consider the feeble and irresponsible attitude of the British Government necessarily to be assumed, the feeble and irresponsible attitude of the Chinese, who shall say that the Russian view is not the right one!

WINNING THE RUBBER.

In Singapore they had always called the four hundred acres of dry, brown earth "The Estate," knowing that none could betray him, the proprietor and his nearest neighbour, the coffee-planter. Ignorance in the club as to its condition and often as to its exact situation had passed the term without a quiver. On "the estate" itself I wondered at the owners' audacity.

There was a claimant to the land, whom it was necessary to fight continually. Possessed of a most tireless, vigorous and crafty, the British Government necessarily to be assumed, the feeble and irresponsible attitude of the Chinese, who shall say that the Russian view is not the right one!

The coffee-planter joined us at my first breakfast upon the estate. Rather to meet his expectations than flatter my host, I praised our surroundings cheerfully.

The proprietor endeavoured to conceal his vanity, and failed completely. "The shanty cost me nine hundred dollars to build," he said, "or say—forty-five pounds. Put it briefly thus: 'Jungle timber, timber planks, planks masonette.'"

"I should call it a villa," I suggested. The remark was not appreciated.

"Even the windows," our host continued, "are home-glazed with the glass tops of rubber plant leaves." One might have credited many origins of the windows, though the coffee-planter asserted that, given sufficient soap and water, one might see through them a charming aspect of the jungle.

"After breakfast we leisurely surveyed the estate, a procedure that delighted them all ways. At one spot half a dozen Chinamen transformed the land into a kitchen garden. A little further we encountered a company of Malays pegging out the ground for the young rubber plants. Sons of still another country, Japanese coolies, laboured close by upon following out a drain. They worked under contract, and their exertions in the moist heat were heroic. A pressure of the spade, a clever turn of the wrist, and instantly after a cloud of black mud lay deposited high above them. The stumps of London know no labour so arduous as theirs. From the Japanese we returned to the bungalow and bottles of tepid beer. With each loose cork the coffee-planter grew more optimistic regarding the future of his produce. "Brazil," he said, "is played out. Two years hence coffee will fetch forty dollars a picul. If I can but hold out till then!" he added, wistfully.

There lay the rub. Debts increased daily. Bankers would not be wheedled into granting fresh loans. Luxury was unknown. Tobacco had replaced not very costly cigars. Meat meant always an ill-conditioned fowl; a holiday jaunt a trip upon the "Sephia" to Singapore. A journey to the moon was as feasible as a visit to the old country. "Tida ap!" they muttered often enough with the Malays, but it was a very "so" "Never mind." And in spite of all, they managed to play very respectable cricket.

The warm beer palled, and we sauntered abroad again, this time to see a small fire. Twenty of the Japanese moved before us in a straight line under the terrible sun. Each carried a can of kerosene and some lucifers. The oil was sprinkled upon the lumber, and a little flame showed that the jungle was alight. Half an hour later a roar of fire under a canopy of smoke assailed our host that the burn was progressing satisfactorily. So we returned to the insipid beer.

Enthusiasm reigned inside the bungalow, thenceforth until my departure in the middle of an inopportune rain squall. As I parted from them I almost wished myself a planter.

The two years of the coffee-planter's anxiety are passed; and in the Far East somewhere he hawks coffee utensils around the City. Of the rubber planter one hears nothing; but his friend, tramping daily from St. Paul's to the Tower and back again hopes always to hear some day that his struggles have proved victorious.—*Full Hall Gazette.*

To be Let.

TO LET.
NO. 1, STEWART TERRACE—THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [709c]

TO LET.
GODOWN—No. 5A, DUNDRELL STREET.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [822c]

TO LET.
A HOUSE IN RIVON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [2090c]

TO LET.
"THE RETREAT" MOUNT KELLY.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 31st July, 1901. [2090c]

TO LET.
SHOP OR OFFICE AND TOP FLOOR, of No. 70, QUEEN'S ROAD CENTRAL.
For Particulars, apply to
THE MEDICAL HALL.
Hongkong, 24th August, 1901. [1911c]

TO LET.
NO. 3, ORMSBY TERRACE—KOWLOON.
Apply to
PUN HUNG,
85, Queen's Road Central.
Hongkong, 17th July, 1901. [2610c]

TO LET.
POSSESSION from September, "THE CASTLE" ON CASTLE ROAD.
Apply to
NO. 1, DEWITT TERRACE.
Hongkong, 29th August, 1901. [1940c]

Shipping. STEAMER.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.) AND SEATTLE.
Calling also at TACOMA and carrying Cargo on through Bills of Lading to NEW YORK and other points of the United States in connection with the
GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship
"MOYUNE"
Tons 4,646.
is due here on 6th September, and will have quick despatch.
For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & Co., Agents.
Hongkong, 29th August, 1901. [915c]

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A. I. American ship
"I. F. CHAPMAN"
having arrived is now ready to load for the above Port and will have quick despatch.
For Freight, apply to
ARNOLD, KARBURG & Co.
Hoboken, 12th August, 1901. [698c]

FOR NEW YORK.
THE 3/3 A. I. American ship
"MANUEL LLAGUNA,"
will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 8th July, 1901. [737c]

Consignees. NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "BRAEMAR,"
FROM TACOMA, VICTORIA, YOKOHAMA, MOI, VLADIVOSTOK AND PORT ARTHUR.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & Co., LIMITED, Agents.
Hongkong, 26th August, 1901. [4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, &c., *ex S.S. Himalaya* and *Malta*.
From Australia, *ex S.S. Britannia*.
From Persian Gulf, *ex B.I.S.N. and B. & P. S. N. Co.'s Steamers*.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.
Goods not cleared by the 5th September, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE, Superintendent.
Hongkong, 29th August, 1901. [1c]

Occidental and Oriental Steamship Company.
NOTICE.
CONSIGNEES OF CARGO per Steamship "C. OPTIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
GEORGE ECKLEY, Acting Agent.
Hongkong, 30th August, 1901. [1c]

Notice of Firm.
THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.
NOTICE.
DURING MY TEMPORARY ABSENCE from the Colony, Mr. R. J. MACGOWAN will act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE, Secretary.
Hongkong, 28th August, 1901. [932c]

Insurances.
"L'UNION."
FIRE INSURANCE COMPANY, LD.
(Established 1828).
The Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.
Claims settled direct without reference to the Head Office.
A. R. MARTY, Agent.
Hongkong, 5th July, 1901. [712c]

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Hongkong, 5th July, 1901. [712c]

Auctions.

GOVERNMENT NOTIFICATION.
No. 448.
The following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 2nd day of September, 1901, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 15th August, 1901. [915c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of September, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Four Lots of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.		Boundary Measurements.		Contents in Square feet.		Annual Rent.		Upset Price.	
No. of Lot.	Locality.	ft.	in.	ft.	in.	£	s.	£	s.
1	Tai Kok Tsui	215	215	50	50	10	750	100	750
2	"	215	215	50	50	10	750	100	750
3	"	215	215	50	50	10	750	100	750
4	"	215	215	50	50	10	750	100	750

GOVERNMENT NOTIFICATION.
No. 447.
The following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on
MONDAY,
the 2nd day of September, 1901, at 3 P.M., are published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 10th August, 1901. [916c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 2nd day of September, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square feet.		Annual Rent.		Upset Price.	
No. of Lot.	Locality.	ft.	in.	ft.	in.	£	s.	£	s.
1	Kennedy Road	215	215	50	50	10	750	100	750

BY ORDER OF THE SUPREME COURT OF HONGKONG.
PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH will sell by
PUBLIC AUCTION,
at their Sales Rooms, Ice House Street,
on
THURSDAY, the 5th September, 1901,
at 3 P.M.,
in two Lots,
THE VALUABLE LEASEHOLD PROPERTY,
situate at Victoria Hongkong:
LOT 1.
The Valuable Messuages and Premises known as No. 34, Lower Lascar Row, and No. 33, Upper Lascar Row held for an unexpired term of 94 years at the Annual Crown Rent of \$11.

LOT 2.
The Valuable Messuages and Premises known as No. 227, Queen's Road Central, and No. 52 Jervois Street held for an unexpired term of 94 years at the Annual Crown Rent of \$18.
For further Particulars and Conditions of Sale, apply to
DENNIS and BOWLEY,
Solicitors,
Supreme Court House,
or to
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 29th August, 1901. [941c]

MASSONIC.
ZETLAND LODGE,
No. 525, E.C.
A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 26th August, 1901. [914c]

FOR SALE.
RURAL BUILDING LOT No. 1, situate upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies; any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars apply to
DENNIS and BOWLEY,
Solicitors,
Supreme Court House.
Hongkong, 24th August, 1901. [910c]

FOR SALE.
SEVERAL MODERN BOOKS on Engineering Subjects.
For List, apply
"STEAM,"
C/o The Hongkong Telegraph.
Hongkong, 10th August, 1901. [910c]

FOR SALE, CHEAP.
A COTTAGE PIANO by BORD of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. [1610c]

FOR SALE, CHEAP.
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